

**Written Public Comments (and responses) to the Alexandria Transportation
Commission
February 1, 2012 Meeting**

Comment from: Jack Sullivan
Comment received: January 31, 2012

STATEMENT TO MEMBERS OF THE TRANSPORTATION COMMISSION ON THE
BEAUREGARD CORRIDOR PLAN

Mr. Chairman, Members of the Commission:

I will be brief. The Beauregard Plan before you is the ruin of the West End.

It takes an area that not blighted, not crime ridden, a multi-cultural community where people get along and the Plan would tear much of it down, ultimately displacing potentially more than 10 thousand people.

The Plan destroys the largest amount of affordable housing in the City. Note that the Landmark/Van Dorn plan, on which I participated, did not displace a single resident.

The plan replaces this community with a highly dense development of condos and townhouses and shops for the well-to-do. In effect it rips the heart and soul out of the West End. And replaces it with the functional equivalent of 5 more BRACs.

The people of the West End when given a chance to vote in the stakeholders group, OVERWHELMING,-- 48 to 22 -- have rejected the densities of this plan.

I have called for a subsequent vote or votes of the group of the stakeholders on this draft and Ms. Fossum, the putative chair, has denied us that right calling a vote "useless."

I chose Alexandria as a city to live in because it is truly a city. The plan would displace thousands before a single dollar would be spent on maintaining affordable housing in the area. The date given for affordable housing is "After 2020" --and no guarantees then.

Moreover, the City would invest \$60 million of taxpayer money up front for construction of things like a traffic ellipse that citizens have heartily objected to. There is no guarantee of ever getting public money returned within a reasonable period of time.

Look to our people first, then the cement. I urge each of you to reject this Beauregard Plan as deeply and utterly flawed.

Thank you for your time and attention.

Respectfully submitted, Jack Sullivan, January 31, 2011

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: John Broughton

Comment received: February 1, 2012

Thank you for the informative responses, and for volunteering your time in what may often seem thankless work. Below are some written comments (questions, actually). I realize that these should be directed to staff, who are then to relay them to you, but given the lateness of the hour, I hope that some redundancy is not a problem.

-- John Broughton
President, Brookville-Seminary Road Civic Association

With regard to agenda Item #5, the Beauregard Small Area Plan, my concern is with the *funding* for the Corridor C project.

* The National Capital Regional Planning Board has a summary of the project, here: http://www.mwcog.org/clrp/projects/new/proposed_2012.asp (item 2) The cost is estimated to be \$100 million. Does that projected cost include widening the Sanger Avenue underpass, or the Van Dorn Street overpass over Duke Street, or the Van Dorn overpass over the railroad tracks just south of Pickett Street, to add dedicated bus lanes?

* How definitive is that cost estimate - is it based on at least preliminary engineering studies? If so, will these be made public in some form (even a summary) at some point? If not, when will a estimate based on at least preliminary engineering studies be completed and available?

* What are the projected costs for land acquisition (right of way) for the BRT lanes, between the Van Dorn Metro Station and Sanger Avenue?

* If the costs of building Corridor C exceed the projected \$100 million, is the expectation that the City will fund the cost overruns, or will there be fewer miles of dedicated BRT lanes, or is there some other plan to deal with this possibility?

With regard to agenda item #6, the BRAC update, my concerns include the following:

* The briefing documents state that "An average of 1,450 vehicles are entering the parking garages [daily]". Is there any information as to where these vehicles originate from? (Ideally, by zip code.) I ask because the benefits of the proposed VDOT HOV ramp depend, of course, on how many vehicles are likely to actually use the ramp.

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

The estimated cost for the Corridor C (Beauregard/Van Dorn) transitway identified in the Constrained Long Range Plan does not include any widening of the Sanger Avenue underpass, nor the Van Dorn Street overpass over Duke Street. Those improvements, while helpful to

transit operations, are proposed as longer term improvements that would need additional funding. In the meantime, the preliminary concept includes the provision of Transit Signal Priority (TSP), and queue jumps to help improve transit speed and reliability. Along Van Dorn Street, most of the transitway will operate in dedicated lanes, however, there are portions of Van Dorn Street where the runningway is proposed to operate in shared lanes. The costs developed to date are planning level and are not based on preliminary engineering. The costs are in the process of being further refined as the project progresses into the Alternatives Analysis / Environmental Assessment. Only planning level costs associated with the projected right of way between the Van Dorn Metrorail station and Sanger Avenue have been developed. These costs are in the process of being refined. The City has included approximately \$20 million in its 10-year Capital Improvement Program, and it is expected that additional funding will come from developer contributions, and federal grants. The Corridor C Transitway is considered a high priority project. If additional funding is required, the City may decide to delay other capital projects to fund the transitway, or to phase various sections of the transitway as funding becomes available. All of the presentations that have been provided to the High Capacity Transit Corridor Work Group, including the planning level cost estimates, can be found at www.alexandriava.gov/highcapacitytransit

Comment from: Don Buch

Comment received: February 1, 2012

Reject VDOT's Environmental Assessment for I-395 HOV Ramp at Seminary Road Until Shortcomings Are Addressed

Published by EA Ear on Jan 20, 2012

Background (Preamble):

Given the shortcomings of the Virginia Department of Transportation's "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road" dated December 20, 2011, this petition is intended to clearly set forth the primary concerns and expectations of members of the Alexandria community with respect to that Environmental Assessment.

Petition Text:

Petition Asserting That There Are Very Significant Shortcomings in VDOT's "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road" Dated December 20, 2011 and that The Environmental Assessment Should Be Rejected as Inadequate Until Those Shortcomings are Fully Addressed

1. WHEREAS, on December 21, 2011, the Virginia Department of Transportation ("VDOT") approved for public availability its "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road"; and

2. WHEREAS there are numerous relevant matters which do not appear to have received thorough consideration; and

3. WHEREAS, in supporting their original request for a Categorical Exclusion (“CE”), VDOT repeatedly stated that a comprehensive Environmental Assessment (“EA”) would delay the project by 12-14 months; yet the EA now provided took roughly one third of the time that a comprehensive one was to take; and
4. WHEREAS primary justifications for the proposed ramp are stated to be (a) the “high volume of (BRAC-133) employee travel (on I-395) originating from the south” and (b) that “up to forty percent of employees would utilize I-395 as the primary access road to the site from points south”, neither assertion is supported by factual data; and
5. WHEREAS the EA takes no account of existing I-395 traffic which will be drawn to the Seminary Road exit when it becomes the first and only available HOV exit from I-395 between Franconia/Springfield Parkway and the Pentagon; and
6. WHEREAS the “study area” fails to take into consideration the impact that the proposed ramp will have on nearby intersections, many of which VDOT has previously documented as about to have (if not already having) failing levels of service (“LOS”) even before the addition of yet more vehicles drawn by the proposed ramp; and
7. WHEREAS it appears illogical that the northbound I-395 ramp to Seminary Road operated at a LOS D in 2009 but in the “No Build” option is projected to improve to LOS B by 2015 and remain at LOS B for 20 years beyond that; and
8. WHEREAS, apart from “relieving congestion” on the (two) I-395 on and off ramps, the only stated purpose (and implied purview) of the EA was to “address the need for adequate transit vehicle and High Occupancy Vehicle access to the Mark Center” which is, in fact, but one of innumerable, significant current and future traffic generators in the area; and
9. WHEREAS, despite the foregoing, the EA later states that “without improved access to Mark Center...the surrounding freeway network will not be able to handle this additional traffic...” offering false hope when VDOT’s own EA for the HOT lanes concluded “the level of service will deteriorate to ‘F’ throughout most of the (I-395) corridor”; and
10. WHEREAS, despite VDOT asserting that it is the BRAC-133 facility that precipitates the need for the ramp, representatives of the Department of Defense have stated they do not view BRAC-133 as having precipitated any need for the ramp and are thus not prepared to contribute to its funding – logic which VDOT does not appear to challenge; and
11. WHEREAS no assessment has been made of Mark Center’s ability to cope with additional large (van and bus) “High Occupancy Vehicle access” despite reports that the Transportation Center is already unable to cope adequately with the currently-existing demands; and
12. WHEREAS the only options considered were (a) the ramp connecting to east and west Seminary or (b) the ramp connecting only to west Seminary or (c) no build. No other I-395 interchanges nor any high capacity transit options were evaluated despite NEPA’s stated requirement that an EA “look at alternative means” to achieve the objectives; and
13. WHEREAS it is difficult to reconcile the statement that “construction...would result in the removal of the trees, shrubs and other vegetation increasing the visibility of the roadway” with the subsequent assertion that “there would be no effect to the character of the study area”; and

14. WHEREAS it is difficult to reconcile inevitably increased traffic throughout the area with VDOT's statement that there will be "no adverse impacts to ambient air quality"; and

15. WHEREAS, despite the request of area homeowners, no effort has been made to project the impact that the ramp, the lost trees and the erection of sound walls will have on property values; and

16. WHEREAS characterizing the area as one of "dense urban development consisting of high-rise residential...the high-rise Mark Center...and businesses" is not consistent with the opinions of local residents who view their neighborhoods as suburban with numerous single family homes and cul de sacs; and

17. WHEREAS the numerous development plans for extensive new projects in the area do not support the state-ment that "With the exception of Mark Center, most other planned development projects in the study area vicinity are small", which leads one to question how valid VDOT's projections of future area growth/congestion are; and

18. WHEREAS many members of the public disagree with the statement that there has been "Early and continuing coordination with the general public...to determine the scope of the environmental documentation, level of analysis, potential impacts, and mitigation measures and environmental requirements"; and

19. WHEREAS NEPA requires that an EA consider the "cumulative impact" of "past, present and reasonably foreseeable future actions", VDOT has refused to do so despite there being many such actions of major conse-quence including (a) VDOT's own HOT Lanes project (b) VDOT's intent to create an I-395 northbound "auxiliary lane" from Duke Street to Seminary Road without conducting any environmental assessment whatsoever and (c) VDOT's apparent intent to also consider an I-395 southbound "auxiliary lane" from Seminary Road to Duke Street, presumably also without conducting any environmental assessment; and

20. WHEREAS no attempt has been made to evaluate the impact on I-395 traffic of recent significant reductions in Metro subsidies for federal employees or as a result of intended significant increases in Metro fares; and

21. WHEREAS, several years ago, the City Council of Alexandria passed a resolution requesting VDOT to "eliminate from further consideration...a High Occupancy Vehicle ramp at Seminary Road", based upon staff's review that "indicate(d) the primary destinations of HOV traffic (which would use) HOV ramps at Seminary Road (would be) Crystal City, the Pentagon and Potomac Yard...conveying substantial cut through traffic...filter(ing) through the local street network"; and

22. WHEREAS VDOT and our Commonwealth seemingly continue to place their focus on building ever more roads in our region while (a) the vast preponderance of information which the public sees and hears stresses that high capacity transit is the only viable "solution" to our traffic congestion and (b) the Governor states that we need a broader vision for transit and promotes his "Super NOVA" transit study; and

23. WHEREAS the community was advised to submit concerns, questions and suggestions it had about this project to VDOT by September 12, 2011, but to date has received no response; and

24. WHEREAS the Mayor of the City of Alexandria, on behalf of its impacted residents, requested that VDOT's public hearing be conducted in an open discussion forum/format, but VDOT declined to do so;

NOW THEREFORE BE IT RESOLVED THAT:

(a) The December 21, 2011 Virginia Department of Transportation "Environmental Assessment for the Proposed I-395 HOV Ramp at Seminary Road" be rejected as incomplete based upon its failure to address the numerous issues enumerated above; and

(b) VDOT be requested/directed to address the above shortcomings and resubmit the revised Environmental Assessment for reconsideration by the affected public and the Federal Highway Administration; and furthermore

(c) Should the numerous deficiencies of the Environmental Assessment not be thoroughly addressed and satisfactorily resolved, then the Federal Highway Administration should NOT issue any Finding of No Significant Impact but rather insist that either
a. an Environmental Impact Statement be prepared for this project or
b. the "no build" option be the one chosen.

Total Signatures 150 (Signature comments can be viewed in the Appendix of this document)

#	Title	Name	Town/City	S/C/P	Region	Comment	Date
150	N/G	Christina Lytle	alexandria	va	USA	View	Jan 31, 2012
149	Mr	Robert Bossa	Alexandria	VA	USA	N/G	Jan 31, 2012
148	N/G	Anonymous	Alexandria	VA	N/G	N/G	Jan 31, 2012
147	Mrs	Bette Jo Sullivan	Alexandria	VA	USA	N/G	Jan 30, 2012
146	Mr	William J Sullivan	Alexandria	VA	USA	N/G	Jan 30, 2012
145	Mr.	John Richards	Alexandria	VA	USA	N/G	Jan 30, 2012
144	Ms.	Kathryn Tatko	Alexandria	VA	USA	N/G	Jan 30, 2012
143	N/G	Gladys Pettiford	Alexandria	VA	N/G	N/G	Jan 30, 2012
142	Ms.	Nancy Cox	Alexandria	VA	USA	N/G	Jan 30, 2012
141	Mr	Wafa Nasr	Alexandria	Va	N/G	View	Jan 29, 2012
140	Mr	Peter Carson	Alexandria	Virginia	N/G	N/G	Jan 29, 2012
139	MR	DOYLE HENDERSON	CHESAPEAKE	VIRGINIA	USA	N/G	Jan 29, 2012
138	Ms	Mairym Ramos	Alexandria	VA	USA	N/G	Jan 28, 2012
137	Mr	Thomas Holcombe	Alexandria	VA	USA	N/G	Jan 28, 2012
136	N/G	Faith Holcombe	Alexandria	VA	USA	View	Jan 28, 2012
135	Mr	Francis Hall	Alexandria	VA	N/G	View	Jan 28, 2012
134	Mrs.	Andrea Lacey	Alexandria	Virginia	USA	N/G	Jan 27, 2012
133	N/G	Roger Brunstrum	Alexandria	VA	USA	N/G	Jan 27, 2012
132	N/G	Marianne Coates	alexandria	virginia	USA	N/G	Jan 27, 2012
131	N/G	Anonymous	Alexandria	VA	N/G	N/G	Jan 27, 2012
130	N/G	Jean MacHarg	Alexandria	Va	N/G	N/G	Jan 27, 2012
129	Mr.	Anonymous	Alexandria	VA	N/G	N/G	Jan 27, 2012

128	N/G	Anonymous	Alexandria	va	USA	View	Jan 27, 2012
127	mr	charles horner	Alexandria	va	N/G	N/G	Jan 27, 2012
126	N/G	Richard Frank	Alexandria	VA	USA	View	Jan 27, 2012
125	N/G	Mary K Horner	alexandria	va	USA	N/G	Jan 27, 2012
124	N/G	Charles Evans	Alexandria	VA	N/G	N/G	Jan 27, 2012
123	N/G	Kellie Souza	Alexandria	VA	USA	N/G	Jan 27, 2012
122	N/G	Cynthia Evans	Alexandria	VA	N/G	View	Jan 27, 2012
121	N/G	Ingeborg Prichard	Alexandria	Virginia	N/G	N/G	Jan 27, 2012
120	Ms	Anna Magulas	Alexandria	VA	USA	N/G	Jan 26, 2012
119	Mr.	Matthew Anderson	Alexandria	VA	USA	View	Jan 26, 2012
118	mr	J mARX	ALEXANDRIA	VA	USA	View	Jan 26, 2012
117	Mrs.	Ann Henshaw	Alexandria	VA	USA	View	Jan 26, 2012
116	Mrs	Radhika Yadav	Alexandria	VA	N/G	N/G	Jan 26, 2012
115	Mr.	Gopal Yadav	Alexandria	VA	N/G	N/G	Jan 26, 2012
114	Mr.	Bruce McCarthy	Alexandria	VA	USA	N/G	Jan 26, 2012
113	Ms	Carter Flemming	Alexandria	Virginia	USA	N/G	Jan 26, 2012
112	Ms	Susan Clark-Sestak	Alexandria	VA	USA	N/G	Jan 26, 2012
111	N/G	Joanne Lepanto	Alexandria	VA	N/G	N/G	Jan 26, 2012
110	Mr.	Sam Ulm	Alexandria	VA	N/G	N/G	Jan 26, 2012
109	Mr.	Gerrish Flynn	Alexandria	Virginia	N/G	View	Jan 26, 2012
108	N/G	Mary Zoeter	Alexandria	Virginia	USA	N/G	Jan 26, 2012
107	N/G	Carol Flint	Alexandria	Va	N/G	N/G	Jan 26, 2012
106	N/G	Mary Newhouse	Alexandria	VA	USA	N/G	Jan 26, 2012
105	Dr.	John Veldhuis	Alexandria	Virginia	USA	View	Jan 26, 2012
104	Mr.	Morgan Henry	Alexandria	Virginia	USA	N/G	Jan 25, 2012
103	Mr	Jonathan Viney	Alexandria	Va	USA	N/G	Jan 25, 2012
102	Mr.	Mark Ganter	ALEXANDRIA	Virginia	USA	N/G	Jan 25, 2012
101	N/G	Jane Abel	Alexandria	Va.	N/G	N/G	Jan 25, 2012
100	N/G	Martin Abel	Alexanadria	Va.	N/G	N/G	Jan 25, 2012
99	N/G	dana purdy	alexandria	Virginia	USA	View	Jan 25, 2012
98	N/G	Sally Brice	Alexandria	VA	N/G	N/G	Jan 25, 2012
97	Dr.	JEFFREY CLARKE	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
96	N/G	Laura Olesen	Alexandria	VA	N/G	N/G	Jan 25, 2012
95	N/G	Joan Dreyer	Alexandria	Virginia	USA	View	Jan 25, 2012
94	Mrs.	Laura Marin	Alexandria	VA	USA	N/G	Jan 25, 2012
93	N/G	Anonymous	Alexandria	Virginia	N/G	View	Jan 25, 2012
92	Mr.	Charles Sumpter	Alexandria	Virginia	N/G	View	Jan 25, 2012
91	N/G	Portia Joyner	Alexandria	Virginia	USA	N/G	Jan 25, 2012
90	Dr.	Frances Greene	Alexandria	Virginia	USA	N/G	Jan 25, 2012
89	N/G	Anonymous	Alexandria	Alexandria, VA	N/G	N/G	Jan 25, 2012
88	Ms	Cheryl Avila	Alexandria	VA	USA	N/G	Jan 25, 2012
87	N/G	Alex Sinaiko	Alexandria	VA	N/G	N/G	Jan 25, 2012

86	Mr.	Martin Menez	Alexandria	VA	USA	N/G	Jan 25, 2012
85	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 25, 2012
84	N/G	Elizabeth Boehlert	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
83	N/G	Jason Boehlert	Alexandria	VA	N/G	N/G	Jan 25, 2012
82	Mr	Robert Schnurr	Alexandria	VA	USA	View	Jan 25, 2012
81	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 25, 2012
80	N/G	Julie Edelson	Alexandria	Virginia	USA	View	Jan 25, 2012
79	Ms.	Rita Sanderson	Alexandria	VA	N/G	N/G	Jan 25, 2012
78	Mr.	Jamie Test	Alexandria	VA	N/G	N/G	Jan 25, 2012
77	N/G	Laura Gann	Alexandria	VA	USA	N/G	Jan 25, 2012
76	N/G	Jayne Schwetje	Alexandria	Virginia	N/G	N/G	Jan 25, 2012
75	Dr.	William Rougle	Alexandria	VA	USA	View	Jan 24, 2012
74	N/G	Jeffrey Marin	Alexandria	VA	USA	N/G	Jan 24, 2012
73	Ms.	Kyle Dunbar	Alexandria	va	N/G	N/G	Jan 24, 2012
72	mr	Anonymous	alexandria	va	USA	N/G	Jan 24, 2012
71	N/G	Judy Cooper	Alexandria	Va	N/G	N/G	Jan 24, 2012
70	Ms	Karen Kearney	Alexandria	VA	N/G	N/G	Jan 24, 2012
69	Mr.	Anonymous	Alexandria	Virginia	USA	View	Jan 24, 2012
68	N/G	Alesia Frerichs	Alexandria	VA	N/G	N/G	Jan 24, 2012
67	Mr.	Richard Somers	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
66	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 24, 2012
65	N/G	Rick Tedesco	Alexandria	Virginia	USA	N/G	Jan 24, 2012
64	Mr	Arin Franz	Alexandria	VA	N/G	N/G	Jan 24, 2012
63	Ms	Anonymous	Alexandria	Va	N/G	View	Jan 24, 2012
62	Mrs.	Elizabeth P. Mercer	Alexandria	VA	N/G	N/G	Jan 24, 2012
61	Colonel (ret)	James D. Mercer	Alexandria	VA	N/G	N/G	Jan 24, 2012
60	N/G	Charlotte M. Ross	Alexandria	VA	N/G	N/G	Jan 24, 2012
59	Ms.	Nancy Veldhuis	Alexandria	Virginia	USA	View	Jan 24, 2012
58	Mr.	Robert Mackay	Alexandria	VA	N/G	N/G	Jan 24, 2012
57	Mrs	Francine Mackay	Alexandria	VA	N/G	N/G	Jan 24, 2012
56	Mr	Richard Hobson	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
55	Mr.	Michael Berens	Alexandria	VA	USA	N/G	Jan 24, 2012
54	Mrs	Nora Omijie	Alexandria	VA	USA	N/G	Jan 24, 2012
53	Mr.	Don Buch	Alexandria	VA	USA	View	Jan 24, 2012
52	N/G	Barbara Gilbert-Chen	Alexandria	VA	N/G	N/G	Jan 24, 2012
51	N/G	Abbie Freeman	Alexandria	VA	USA	N/G	Jan 24, 2012
50	Ms	Lois Vinci	Alexandria	VA	USA	N/G	Jan 24, 2012
49	Mrs	Lisa Johnson	Alexandria	VA	USA	N/G	Jan 24, 2012
48	Ms.	Darcy Franz	Alexandria	VA	N/G	N/G	Jan 24, 2012
47	N/G	Betty A. Kozak	Alexandria	VA	USA	N/G	Jan 24, 2012
46	N/G	Marianne Murphy	Alexandria	VA	N/G	N/G	Jan 24, 2012
45	Ms	Barbara Durham	Alexandria	VA	USA	N/G	Jan 24, 2012

44	Ms	Dorothy Lynn Newbill	Alexandria	VA	USA	N/G	Jan 24, 2012
43	N/G	helen davis	alexandria	va	USA	N/G	Jan 24, 2012
42	Mrs.	Eileen Kirwan	Alexandria	VA	USA	N/G	Jan 24, 2012
41	Mr	Anonymous	Alexandria	VA	USA	N/G	Jan 24, 2012
40	Mrs	Deborah Elnahas	Alexandria,	VA	N/G	N/G	Jan 24, 2012
39	Mrs.	Vivian Smith	Alexandria	VA	N/G	N/G	Jan 24, 2012
38	N/G	Norman Henderson	Alexandria	Virginia	N/G	N/G	Jan 24, 2012
37	N/G	John Broughton	ALEXANDRIA	VA	USA	N/G	Jan 23, 2012
36	Mr	Charles M (Charlie) Howe	Alexandria	VA	USA	N/G	Jan 23, 2012
35	Mrs	Beatrice Marx	Alexandria	VA	USA	N/G	Jan 23, 2012
34	Mr	Charles Viney	Alexandria	VA	USA	N/G	Jan 23, 2012
33	Mrs	Barbara Viney	Alexandria	VA	USA	N/G	Jan 23, 2012
32	N/G	Karen Auth	Alexandria	Virginia	USA	View	Jan 23, 2012
31	N/G	Anonymous	Alexandria	VA	USA	N/G	Jan 23, 2012
30	Dr	Richard Chapman	Alexandria	VA	USA	N/G	Jan 23, 2012
29	Mrs	Ellen Walker	Alexandria	VA	N/G	N/G	Jan 23, 2012
28	N/G	Elizabeth Blackwell	Alexandria	Va	USA	View	Jan 23, 2012
27	Ms	Cornithia Harris	Alexandria	Virginia	USA	N/G	Jan 23, 2012
26	N/G	Jane Hipp	Alexamdria	VA	USA	N/G	Jan 23, 2012
25	N/G	Lori Lataillade	Alexandria	VA	N/G	N/G	Jan 23, 2012
24	N/G	Anonymous	Alexandria	Va	N/G	N/G	Jan 23, 2012
23	N/G	Michael moss	Alexandria	va	USA	N/G	Jan 23, 2012
22	Ms.	Anonymous	Alexandria	Va	USA	View	Jan 23, 2012
21	mr	john sinclair	alexandria	va	N/G	N/G	Jan 23, 2012
20	N/G	Anonymous	Alexandria	Virginia	USA	N/G	Jan 23, 2012
19	N/G	Linda Tokarz	Alexandria	VA	USA	N/G	Jan 23, 2012
18	Ms.	Anonymous	Alexandria	VA	USA	N/G	Jan 23, 2012
17	N/G	Harriett McCune	Alexandria	VA	USA	View	Jan 23, 2012
16	Mr	James Norman	Alexandria	VA	USA	View	Jan 23, 2012
15	N/G	michael bluestein	alexandria	va	USA	N/G	Jan 23, 2012
14	N/G	juliet bluestein	alexandria	va	USA	N/G	Jan 23, 2012
13	N/G	Joseph Fischer	Alexandria	VA	USA	N/G	Jan 23, 2012
12	Mr	William Guinan	Alexandria	VA	USA	View	Jan 23, 2012
11	N/G	Alana Sugar	Alexandria	Virginia	N/G	N/G	Jan 23, 2012
10	N/G	Carol James	Alexandria	Virginia	N/G	N/G	Jan 23, 2012
9	N/G	Richard Burris	Alexandria	VA	USA	N/G	Jan 22, 2012
8	Mr.	Josef Tomasek	Alexandria	VA	N/G	View	Jan 22, 2012
7	Mrs.	Ingrid Tomasek	Alexandria	VA	N/G	View	Jan 22, 2012
6	Ms	Evelin Saxinger	Alexandria	VA	USA	N/G	Jan 22, 2012
5	Mr.	J.N. Lataillade	Alexandria	VA	USA	N/G	Jan 22, 2012
4	ms.	Shirley Downs	Alexandria	VA	N/G	N/G	Jan 22, 2012
3	Ms	Kathleen M. Burns	Alexandria	VA	N/G	View	Jan 21, 2012

2	Mrs.	Nancy Jennings	Alexandria	VA	USA	N/G	Jan 21, 2012
1	Ms	Diane Costello	Alexandria	VA	N/G	View	Jan 20, 2012

*N/C - field not collected by the author

*N/G - not given by the signer

*S/C/P - State, County or Province

* View - view comment

Appendix: All signature comments

150 Christina Lytle

This project was flawed & backwards from the start. Build a HUGE office complex. Realize the roads & traffic won't support it. Try to put a road through Winkler Botanical Nature preserve. Public outcry. Nix that. Try to improve the ramp & what's there. OH WAIT! We need an EIS that will help us put a tiny bandaid on the problem. How about listening to the people who live here & really fix the problem. The timeline is already screwed up so take the extra time to try to get it right.

141 Wafa Nasr

This will hurt us deeply: Health wise and financialy.

136 Faith Holcombe

Please consider how you would feel if this were your neighborhood.

Has a study been done to determine just how many vehicles would be coming to BRAC from the south?

Are there enough to justify this enormous cost?

135 Francis Hall

Opposed to Ramp from I395 to Seminary Rd

128 Carrie Bruno

The residents should not have to suffer because of poor planning by the DOD.

126 Richard Frank

The expenditure of \$80 M is not supported by the thru-put. Spend the money on lengthening the Duke Street Bridge to support both the south bound exit lane and the a new thru lane to clear up the existing bottle neck.

122 Cynthia Evans

The current attempts to address traffic around BRAC have not been well thought out and the need for local traffic to switch lanes repeatedly is dangerous. Any further action must only be taken after much more consideration & with the intent of putting those of us who live in Alexandria City first . We drive these roads daily and continue to try to enjoy our city which is becoming less green and more urban (not in a good way) every day-Alexandria is becoming a place we don't recognize or like.

119 Matthew Anderson

Redevelop Landmark Mall and generate revenue for Alexandria. Build a flyover to Mark Center or a shuttle service to and from Landmark. Seminary Road interchange was horrendous--now it is a travesty and Alexandria police are idling in cruisers every day.

118 J mARX

THIS WILL MAKE THIS END OF THE CITY VIRTUALLY LOCKED UP WITH TRAFFIC. ALON SITH THE IS THE APPROVED DEVELOPMENT OF THE PICKETT STREET DEVELOPMENT OF TOWN HOUSES.

117 Ann Henshaw

The assessment is flawed and the ramp is NOT the answer to the increasing traffic congestion.

109 Gerrish Flynn

Please don't BRAC-133 us yet again!! Don't further ruin west Alexandria!! Protect our neighborhood!!

105 John Veldhuis

There are several shortcomings with the proposed plan that need to be addressed before any further PR sessions are held.

99 Dana purdy

I live next to N. Van Dorn St-across from I-395 seminary rd ramp and are very concerned about the proposed ramp site/noise/destruction of trees

95 Joan Dreyer

Consider using unused parking at Landmark Shopping center as satellite spaces for the BRAC. Include Landmark as one of the shuttle stops.

93 Jeanette S. Robertson

Will decrease good air quality. Need to look to future for more public transportation.

92 Charles Sumpter

We can all agree that traffic and congestion are a major issue with respect to seminary road. Having lived right off seminary at one point in time, I know how difficult the morning peak is, but as well as the PM peak. The PM peak needs just as much consideration and more work needs to be done to strike just the right balance.

82 Robert Schnurr

This document is incomplete and certainly needs proper public opinion research surveys of employers, drivers and impacted neighbors. For example, no concern has been shown for the regional hospital's access issues and numerous patients served by surrounding medical service providers. BRAC will be full of life threatening collateral damage. Good job Donny Rumsfeld.

80 Julie Edelson

The draft VDOT Environmental Assessment and expected format of the public informational meeting this evening fail to thoroughly review the communities concerns. I find the scope of this project lacking, which may truly underestimate the overall impacts to our neighborhoods and the regional transit system. Although a possible benefit, the I-395 HOV Ramp Environmental Assessment needs more depth to allow effective and thoughtful pre-planning.

75 William Rougle

Poor design and lack of consideration for those living in the impacted area must be addressed before moving forward with any plans to build any type of ramp in this area.

69 Randall Gafner

I sign this petition to protest the troubling series of mistakes made through the years regarding the siting of the BRAC project. BRAC is important just not sited at Mark Center. Elected officials and area residents alike have historically opposed this development when revealed. All of these current proposals for changes to Seminary Road should have been considered years ago in preliminary planning. Now the region suffers at every attempt to correct a mistake that should never have happened.

63 Erin Joy

This proposed ramp will result in a negative impact to my way of life, health, safety, local school, and to my principal assess. Our local community will see increased traffic, pollution, drop in real estate value, and our quality of life. Our local taxes will also be affected by increase need for road repair on our city streets. We are already seeing the negative impact from the poor decision and planning behind the building of the BRAC building please don't make another mistake.

59 Nancy Veldhuis

Words are inadequate to describe the frustration resulting from City, State, & Federal officials seeming inability/ unwillingness to look beyond their own self-interests to solve the problems that the increased traffic as the result of BRAC 133 has caused & will cause on our neighborhood streets & the quality of life of those of us who live, pay considerable taxes & conduct business in this area. Face the real situation with vision & careful planning rather than leave us with the messy aftermath

53 Don Buch

Are the citizens/taxpayers/voters not entitled to a more thorough EA and answers to their many questions? I sincerely hope our City government will consider the views of the impacted residents and get us answers before they contemplate whether or not to support the ramp, based upon such limited information.

32 Karen Auth

Along with the 24 points brought up, I am also concerned about the wildlife living on that stretch of land, specifically a family of deer.

28 Elizabeth Blackwell

Neither the civilian, nor the military authorities, pushing through development, BRAC or otherwise, have not conducted due diligence or provided accurate impact analysis on further development related to the ramp. This ramp not address additional traffic issue, but only add to the misery of commuters and the neighborhood alike. Mandatory, free, dedicated shuttle buses are option that must be explored and may actually help ease traffic.

22 Wilhelmina Dixon

More study needed!

17 Harriett McCune

Please reject the VDOT environmental assessment for the ramp at Seminary Road until the shortcomings are addressed.

16 James Norman

One more time, the professionals do not listen to those affected. We are a city of smart people who could contribute measurably to a solution. Why do you not listen?

12 William Guinan

Change this road construction plan. It will devalue the real estate adversely effected by the construction. If you don't stop the construction then pay the land owners for the lost value of their land.

8 Josef Tomasek

Leave it as it is. We don't need a wall. Save the trees!!!!!!

7 Ingrid Tomasek

We are facing 395 and Van Dorn. At least we have a few trees to look out on! Save the trees!!!

3 Kathleen M. Burns

We heard the VDOT presentation on Jan. 18. This will do very little in evening traffic to mitigate the problems and the 30 ft sound walls will make our neighborhood look like an urban ghetto. There are better ways to spend \$80 million.

1 Diane Costello

The City of Alexandria should be signing this as well....or are they going to short change the West End again, by not addressing a deeply flawed EA? We do not need a repeat of the BRAC 133 mess. This is a perfect illustration of the precarious road you go down when a poor decision is made at the outset.

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Since this project is being led by the Virginia Department of Transportation (VDOT), the City has forwarded your comments/petition to VDOT to ensure that they are taken into consideration.

Comment from: Dave Cavanaugh
Comment received: February 6, 2012

Kevin Posey
Chair Alexandria Transportation Commission

Subject: Beauregard Small Area Plan-Commission Oversight

I attended the Alexandria Transportation Commission Meeting on February 1, 2011. The agenda for the meeting included the Agenda Item #5, Beauregard Small Area Plan. The City staff's recommendation was: "That the Transportation Commission receive the Draft Beauregard Small Area Plan recommendations, and provide input to the Planning Commission and City Council for their consideration" The joint session is scheduled for February 13, 2012.

Although the agenda item was not discussed by the Commission, you urged members in the audience to provide comments regarding Agenda Item #5--Beauregard Small Area Plan.

I would like the following comments be considered by the Alexandria Transportation Commission and be prominently posted on the City's website.

- **The Commission should reevaluate its mission in light of your statement "The Transportation Commission was only given responsibility by Council to implement the Transportation Master Plan".**

Discussion: The City website states: "The Alexandria Transportation Commission is established to advocate and promote development of balanced transportation systems for the City of Alexandria, through oversight of the implementation of the Transportation Chapter of the City's adopted Master Plan.

I suggest given the City Council has provided the Commission ample authority to evaluate transportation systems and provide oversight to changes that impact motor vehicle, transit, bicycle and pedestrian movement on public streets. However, if further clarification is necessary, the Commission should provide a written request to the City Manager for further clarification. This is important to the community to ensure transportation improvements are functional and integrated as the city transitions to a more urban environment.

- **The Commission should publicly clarify their mission or charter and acknowledge any limitations regarding their oversight of transportation systems.**

Discussion: The clarification should be prominently displayed on the Alexandria Transportation website.

- **The Commission should conduct public meetings and hearings on major transportation issues and proposed changes to ensure an understanding of impacts on local businesses and neighborhood.**

Discussion: It is essential the City rely on a independent commission to solicit public input on major transportation projects like the proposed "ellipse" as well as provide oversight to ensure Transportation Management Plans are being implemented, and that the impacts on transit and SOV traffic resulting from the proposed I-395 reversible ramp at Seminary Road are being mitigated.

The BRAC Transportation Center will become a major regional hub for commuters working not only at BRAC but also at nearby employment centers in Arlington, Alexandria and Fairfax County. The increase in commuter service at BRAC will potentially impact local transit and land uses being considered in the Beauregard Small Area Plan.

- **The reference in the Recommendation section to a "Draft Beauregard Small Area Plan recommendations" is misleading.**

Discussion: The Beauregard Corridor Stakeholders Group compiled and discussed a variety of guidelines for a proposed Beauregard Small Area Plan. There was no formal agreement or consensus on specific guidelines. It was agreed by the group leadership that all individual comments from members in the informal group would be forwarded to the City Planning staff for their consideration in drafting the small area plan. In the future any reference to the Beauregard Corridor Stakeholders Group should refer to individual citizen proposed guidelines.

I would like to add members of the Planning Commission do not represent the diverse views of residents impacted by Corridor "C" or the proposed ellipse at Seminary Road and Beauregard.

Sincerely,

Dave Cavanaugh

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. All of your comments are noted, and will be posted on the Transportation Commission webpage (www.alexandriava.gov/transportationcommission). While the key role of the Transportation Commission is to implement the Transportation Master Plan, the Commission also provides advice to the Council for their consideration in adoption or approval of other projects, such as the Beauregard Small Area Plan. Public hearings are held occasionally to solicit public input on projects. The Beauregard Small Area Plan has been brought to the Transportation Commission for their review, either as a staff report, or presentation several times in 2010 and 2011. At the February 1, 2012 Transportation Commission received a staff report on the Beauregard Small Area Plan, and the Commissioners have reviewed the plan. At the February 1, 2012, there were no comments made by the Transportation Commission. It has not yet been determined if the Beauregard Small Area Plan will be brought back to the Transportation Commission prior to Council review.

Staff will take into consideration your comment regarding the clarification of the Transportation Commission role on the Commission webpage.

Comment from: Pete Benavage
Comment received: February 9, 2012

As residents of the Fairbanks/Foster sector of the subject SAP, *whose properties are most directly affected* by the proposed ellipse, we strongly support that ellipse, and regard with dismay the comments of those more distant from the project who are attempting to use transportation issues as a means of halting growth in this part of the West End. After *more than 14 traffic studies*, funded at considerable cost, we believe that the experts have clearly demonstrated the efficacy of the traffic ellipse in ameliorating current *and future* traffic issues at the Seminary-Beauregard intersection. This issue has been thoroughly discussed *publically*, and studied from every angle, *as Mr. Cavanaugh well knows*. **A vocal minority is attempting to use the Transportation Commission** to serve that minority's no growth ends, and this is *unacceptable* in our considered opinion. -- The Shirley Gardens Committee

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Christine Brown
Comment received: February 9, 2012

As a property owner in the Shirley Gardens subdivision (Fairbanks and Foster Avenues), I strongly urge the Transportation Committee to move forward with the traffic ellipse for the Beauregard and Seminary Road intersection. Extensive studies prove that this plan will offer the most effective and efficient means of moving traffic through the area.

Christine S. Brown

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Jim Brown
Comment received: February 9, 2012

Steve Sindiong:

As a resident of the Fairbanks/Foster sector of the subject SAP, for which I have live in this sector for over sixty-two (62) years and also I' am directly affected by the ellipse, I strongly support the ellipse and hurt by the comments made by those who are distant away from this project and by those who continue to have their heads in the sand. The use of a transportation issues to stop any growth on the West End by a minority's group is troublesome. The City of Alexandria, State of Virginia and Federal government have study this issue fourteen (14) times. The waste of spending more money on this issue and doing more studies is a waste of more time. How many more studies and more money wasted on these studies do we need. Do we need fifty (50) more studies and more money wasted until the minority's get their way.. You could have built the ellipse with all the money spent on these studies. The experts in the field from the City of Alexandria, State of Virginia and Federal Government have clearly study this issue and are expert in this field. This issue has been discuss with the citizens of Alexandria for over a year. Do we not trust those who's daily job is working on traffic issues? After all they (people who get a salary for studying these traffic issues) are expert in this field. To those minority groups who continue to want to use the Transportation Commission as a way to stop growth what will happen when BRAC-133 build is completely full with government employees. And these government employees cannot get to work

because the intersection between Seminary Road and Beauregard street is but a traffic log jam. Remember these government employee's are coming from the west of Alexandria, south of Alexandria, north of Alexandria, east of Alexandria and they will all meet at the Seminary Road/Beauregard Street road way. Built the ellipse as soon as possible this will help solve the traffic that we for see is coming soon with the full employment of the BRAC-133 building.

Jim Brown
Member of Shirley Gardens Committee)
Resident of West End of Alexandria for over sixty-two (62) years

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Priscilla Rasmussen
Comment received: February 9, 2012

Dear Mr. Sindiong,

As a property owner in the Shirley Gardens subdivision (Fairbanks and Foster Avenues), I strongly urge the Transportation Committee to move forward with the ellipse plan for the Beauregard St. and Seminary Road intersection. The extensive studies prove this plan will offer the most effective and efficient means of moving the traffic through the area.

Priscilla Rasmussen
co-owner
5115 Fairbanks Avenue
Alexandria, VA

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.

Comment from: Nancy Shanks
Comment received: February 12, 2012

As a long time resident of Fairbanks Ave, I am very resentful on how some folks that do not even live in the affected area say that the ellipse is not necessary. Have they been asleep at all these meetings where traffic officials have spent countless hours studying it? What a slap in the face to us and to the city to say no one knows what they are talking about! The brac building is here to stay no matter what so they may as well suck it up and accept it. I do not have the luxury of a traffic light getting in and out of my street and the people in the town houses on Seminary make illegal left turns (there are time restrictions) all the time. No one even stops for school buses anymore. If the Nimby's spent one day trying to do this maybe they will open their closed narrow minds and actually think before they speak.

Sincerely
Nancy Shanks

Response from: City of Alexandria, Dept. of Transportation & Environmental Services

Thank you for your comments. Your comments are noted.